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Aeronautics Division

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Aeronautics Board Approves Airport Development Financial Assistance

By: **Redge R. Meierhenry**

Airport/Airways Bureau Chief

Montana Aeronautics established in mid-1993, an Airport Development Financial Assistance Program for the promotion of aeronautical purposes, airport improvement and development. This program is a result of legislation sponsored by the Montana Pilots Association. Financial assistance is provided as grants and loans and is designed to be a flexible funding mechanism assisting airport development projects. The Aeronautics Board and Division make every effort to maximize the funds intended effect to promote Montana aviation and airport development.

The financial assistance program has gained in popularity since the program inception, as there were twelve airport sponsors who submitted applications for this year's funding. Project work submitted for consideration was varied and competition for the limited funding is severe. Unfortunately, not every project can be approved and funded due to the small size of the development fund. This year's allocation available for disbursement is \$11,261 for grants and \$148,063 for loans.

The Montana Aeronautics Board at their scheduled meeting reviewed this year's program in Billings at the Aviation Conference on March 2nd. The list below is only those airport projects approved by the Aeronautics Board for funding this next fiscal year (FY01).

Havre - \$2,087 grant and \$24,600 for installation of new MIRL system on taxiway A, B, C, Runway 7/25, and Runway 3/21, install PAPI Runway 3/21 and other electrical improvements.

Cut Bank - \$1,000 grant and \$21,300 loan for Airport Layout Plan Update, construct hangar access taxiway, replace concrete apron panels, install wildlife fencing, and construct airport access road.

Sidney-Richland - \$2,087 grant and \$9,163 loan for land acquisition.

Ronan - \$2,087 grant and \$93,000 loan for rehabilitation of Runway 16/34 and 1200 foot extension to Runway 16/34, rehabilitation and expansion of apron, and construct parallel taxiway.

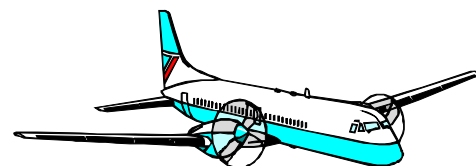
Geraldine - \$1,000 grant for Master Plan Study and Environmental Assessment.

Twin Bridges - \$1,000 grant for Airport Layout Plan Update and rehabilitation of all pavements.



Board members Craig Denney, Bob Palmersheim and Will Metz (above) and Debbie Alke, John Rabenberg and Dwight MacKay of Senator Conrad Burns office listen as Board Chairman Ron Mercer speaks to the airport development program.

With this financial assistance the Aeronautics Board and Division looks forward to the successful completion of these projects.



Administrator's Column

More Grand Canyon Restrictions:

President Clinton and Transportation Secretary Rodney Slater proudly announced that the FAA will publish two rulemakings further restricting air tour operations over the Grand Canyon. President Clinton proudly stated "It's important to preserve and protect it so that millions who visit each year can enjoy the Canyon in all its splendor. There may be no place on earth more stunning than the Grand Canyon." "The Clinton Administration made a commitment to the American people that their national parks will forever retain their natural splendor. Today's rule lives up to that promise." One of the new rulemakings caps operations over the Grand Canyon and the other redesigns acceptable flight routes over the canyon. The new regulations drew opposition from the aviation industry. The U.S. Air Tour Association (USATA) called the new restrictions irresponsible and accused the Clinton Administration of "manipulating the facts to purposely run small air tour companies out of business." The National Air Transportation Association (NATA) called the rules "disappointing and devastating to a valuable segment of the U.S. aviation industry." NATA said the rules effectively prohibit future growth of the Grand Canyon air tour industry and questioned the FAA's "apparent disregard for the economic hardships that regulations rolling back operations to 1997 levels would place on small businesses." NATA President Jim Coyne said that with more than five million visitors at the park annually, fewer than 20 complaints about aircraft noise are received in a given year. "It is truly disheartening that this Administration is crippling a thriving industry, not because the American public demands it, but because a select group of environmentalists don't approve of air tours." Park Superintendent Robert Amberger said the operations limitations help "prevent acoustic conditions from further deterioration, while the National Park Service (NPS) and FAA analyze noise conditions and design a comprehensive noise management plan. This plan is essential to the park's long-range efforts to achieve the goal of substantially restoring natural quiet." Hmmm – does this mean that they also plan to eliminate the loud diesel belching trucks, busses, motor homes, and cars as well? If they mean what they say by restoring "natural quiet", then I'd say so. But, we all know that just rhetoric – The noisy trucks, busses, & cars stay and just the airplanes go. Even though the airplane leaves not a single trace of having been there, no roads, no trash, no rest accommodations, no pollution, no infrastructure of any kind, and no burden to the tax payer, it is still singled out and removed. Fair? Well, the environmentalists and the NPS think so.

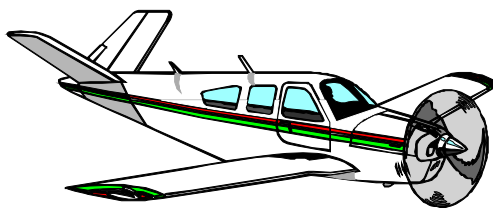
More FAA Unionize: Five more units have voted to be represented by the American Federation of State, County and Municipal Employees (AFSCME) union. The new FAA units to become unionized are Air Traffic Services, Airports Policy and Planning, Public Affairs, Regional and Center Operations and the Office of the Administrator. The office of the Chief counsel, Office of Regulation and Certification, Office of System Safety, Office

of Airports and Office of Civil Rights had previously voted to join AFSCME. It seems that these FAA people feel that their pay, benefits, and security are threatened without union representation.

President Clinton Makes Appointments To FAA Council:

President Clinton has made seven of the fifteen authorized appointments to serve on the Federal Aviation Management Advisory Council (MAC) which was mandated by the 1996 FAA Reauthorization Act. One of the seven is Ed Bolen, President of the General Aviation Manufacturers Association (GAMA). So far this is the only general aviation representative to be appointed. The FAA Council is tasked with providing advice and counsel to the FAA Administrator and is expected to serve as an oversight resource for management, policy, spending and regulatory matters. The newly passed AIR-21 FAA reauthorization act calls for appointment of another board and a chief operating officer to oversee FAA's air traffic control operations. If it takes four years or more to appoint the MAC, how long will it take to appoint the newly authorized FAA air traffic control board and CEO?

New Aviation Fuel Approved: The FAA has approved the use of the new unleaded 82UL aviation fuel. The Experimental Aircraft Association (EAA) has been extensively involved in the development of 82UL and has issued a service bulletin to the thousands of aircraft owners who hold EAA Aviation Foundation Supplemental Type Certificates (STC's), permitting use of auto fuel in their aircraft's engines. The new 82UL unleaded aviation fuel qualifies under the specifications allowed under EAA's auto fuel STC. Earl Lawrence, EAA Vice President of Government Relations stated "Around the world, nations have banned or are banning the sale of leaded fuels. Therefore, refiners are eliminating or reducing production of those fuels. EAA has been extensively involved in the development of 82UL, so that pilots of smaller aircraft would have an unleaded option as the fuels are developed." The new service bulletin requires that current fueling placards must be replaced by August 1, 2000, with revised placards which are available through EAA by calling (920) 426-4843.



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Seventh Annual EAA International Young Eagles Day

Young people around the world will again have the opportunity to “take to the air” on Saturday, June 10, as the EAA Aviation Foundation hosts its seventh annual *International Young Eagles Day*. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation’s “Young Eagles Program” each year, seeks to introduce thousands of kids to the world of flight in a single day.

The Young Eagles Program was launched during the 1992 EAA Fly-in Convention at Oshkosh, WI. Its goal is to provide one million young people with a free demonstration airplane ride by the year 2003 – the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association (EAA). Most Young Eagles are flown throughout the year, but International Young Eagles Day brings a special focus to this unique volunteer program.

More than 570,000 young people and 25,000 volunteer pilots have already participated in the program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become “aviation mentors” and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports, where they discover the resource an airport is to a community.

The Young Eagles Logbook, other information and a schedule of events can be accessed through the Young Eagles World Wide Web site (www.youngeagles.org).

Fractional Ownership Recommendations Unveiled

Culminating an intensive effort by its 27 members, the Fractional Ownership Aviation Rulemaking Committee has presented its report to FAA Administration Jane Garvey.

The Committee, comprised of Part 135 air charter operators, fractional ownership program managers, airframe manufacturers, flight departments, aircraft management companies, insurance companies, the FAA and DOT, and industry trade associations including NATA, reached unanimous agreement on the recommendation.

The cornerstone of the package is both the creation of a new subpart K to Part 91 designed to regulate the operations of fractional ownership programs and certain changes to Part 135 designed to modernize the regulation based on the documented safety practices of fractional programs. The proposal also recommends that the FAA monitor fractional ownership programs in much the same way as Part 135 or Part 121 operators and assist both fractional program managers and air charter operators in implementing the recommendations once they are issued as final rule.

The FAA has committed to respond to the Committee on the recommendations by the end of March. Following that, an economic evaluation will be performed on the proposal, and the document will then move through the normal rulemaking process at the FAA. This would mean the proposed rule would potentially be issued in late summer or early fall.

AOPA Scholarship Competition

The AOPA Air Safety Foundation is accepting applications for its 2000 McAllister and Burnside Memorial Scholarships. Each scholarship awards \$1,000 annually to a college junior or senior enrolled in a curriculum leading to a degree in an aviation field.

The McAllister Memorial Scholarship was established in 1979 and honors Eugene and Dorothy McAllister, enthusiastic California pilots who devoted much of their lives to pilot training. The Donald Burnside Memorial Scholarship was started in 1991 to honor the aviation pioneer and co-founder of the Burnside-Ott academy in Florida.

College juniors or seniors applying for either scholarship must maintain a 3.25 or better grade point average on a 4.0 scale. Applicants must also write an essay answering the question, “What one item could be changed to improve student pilot training?” (for the McAllister Scholarship) and/or “How should the Air Safety Foundation educate pilots on avoiding VFR flight into instrument conditions?” (for the Burnside Scholarship).

Information and applications for Year 2000 McAllister and Burnside Scholarships can be obtained from the AOPA Web site at 222.aopa.org/asf/scholarships.html or by sending a self-addressed, stamped envelope to: Scholarship, AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701.

Calendar

April 12 – 13 – AMAA Fly-in Spray Check, Lewistown Airport.

April 18 – Wings Meeting, Stall/Spin Accidents by Jim Cooney, FSDO, Air National Guard Training Facility, Gore Hill, 7:00 pm.

April 18 – Pilot Safety Meeting, 7:00 pm, Central School, Roundup. Call Orville Moore (406)323-1011.

April 19 – 20 – FAA Northwest Mountain Region Airports Conference, Cavanaugh on Fifth Avenue, Seattle, WA.

May 6 – 7 – Poly-fiber seminar, Dillon Airport. Contact Jim at (406)683-9302 or 683-4174.

May 19 – 21 – Montana CAP State Conference. Ruby Reserve Street Inn (800)221-2057, Missoula.

May 27 – 29 – Benchmark Annual Work Session.

June 3 – Miles City Fly-in, Miles City Airport.

June 10 – 11 – Meadow Creek Work Session.

June 14 – 16 – The Revolution in General Aviation, Corvallis, Oregon. Contact Bill Wilkins at bwilkins@orst.edu (541)737-7487 or Ann Crook at ann.b.crook@odot.state.or.us (800)874-0102.

June 18 – Annual Poorboy Sourdough Pancake Breakfast Feed, Beacon Star Airfield.

July 5 – 8 – Arlington EAA Airshow.

July 14 – 16 – Schafer Meadows Annual Work Session.

July 14 – 16 – Seeley Lake Fly-in.

July 19 – 23 – International Flying Farmer Convention, Sheraton Inn, Billings. Call Marilyn or Jim Lewis at (406)538-9739.

July 22 – 23 – United States Air and Trade Show, Dayton International Airport, Dayton, OH, www.usats.org.

July 26 – August 1 – Experimental Aircraft Association AirVenture, Oshkosh, Wisconsin.

July 29 – 30 – Big Sky International Airshow, Billings.

August 3 – 6 – MAAA Fly-in, Three Forks.

August 11 – 13 – Abbotsford Airshow 2000. Call (604)852-8511 or

www.abbotsfordairshow.com. **August 19 – 20** – Fort Peck/Valley MPA Hangar Fly-in. Boating, water skiing, fishing, camping. Float planes invited.

August 26 – Second Annual Fly-in Polson Airport. Call Tom Seabase 883-9392 or aerowork@digisys.net

September 2 – 4 – Cleveland National Air Show, Burke Lakefront Airport, Cleveland, OH, www.clevelandairshow.com.

September 9 – 10 – South Central Hangar Club Fall Fly-in, Laurel Airport.

September 9 – 13 – NASAO 69th Annual Convention and Trade Show, Long Beach, CA.

September 16 – 17 – Oregon Air Fair 2000, Albany Fairgrounds. Info: NW Aviation Association (800)547-6922.

October 10 – 12 – National Business Aviation Association 53rd Annual Meeting & Convention, New Orleans, LA.

More Aviation Conference 2000



Charlie Summers



Hank Galpin & Ray Sanders



Paul Yedinak

Many interesting persons participate as speakers during the conference conducting concurrent sessions of a variety of topics. Charlie Summers of South Dakota spoke about his extensive experience and research performed while flying through thunderstorms; Hank Galpin and Ray Sanders of the Flathead Valley excited those in attendance while talking of restoring aircraft; Paul Yedinak from Ennis told all you need to know to prepare and paint your aircraft; Kieran O'Farrell of Alaska entertained the crowd with her bush pilot stories; Patty Mitchell of Roberts spoke of life as an airline pilot; Staff Sgt. Laurinda Burns of Great Falls gave an early history of the Montana Air National Guard; and Bram Tilroe of Edmonton spoke of happenings north of the border.



Kieran O'Farrell



Patty Mitchell



Staff Sgt. Laurinda Burns



Bram Tilroe



Dr. Jerry Cockrell packed the room as enthused conference attendees gathered for a fun-filled evening. Jerry's entertaining stories are always complete with an important safety message. A special addition to the conference – Jerry makes you smile, laugh and think.



Jim Roberts, a Billings volunteer host visits with Mal Soare, Roberta Soare and Kent Williams. Thanks to Jim and the many other volunteers who helped make the 2000 conference a success.



The conference allowed Shelley Peterson of the Billings volunteer committee to visit with an old friend Captain Trace Thomas an F16 pilot from the Montana Air National Guard at Great Falls. Trace participated in the career awareness program talking to students about life in the air guard. Also visiting was John Capen a Recruiter for the Montana Air National Guard.



Lee Ford of Missoula chats with General Steve Ritchie and learned they have a mutual friend. Lee is a former Aeronautics Board member and participates each year in the conference speaking to students about opportunities as a corporate pilot.



Phil Boyer, President of Aircraft Owners and Pilots Association (AOPA) was the featured speaker at the awards lunch on Saturday. Phil gave a very interesting and educational presentation on general aviation in our country and updated the audience on federal legislative happenings.



Debbie Sherwin of Air BP at Dallas, Mike and Marilyn Strand of Kalispell and Ed Croymans of City Service/Air BP at Kalispell spend some time together. AirBP is a major sponsor of the aviation conference each year. Many thanks to Debbie and Ed for their support and generosity.

Rocky Mountain College Aviation Banquet

Rocky Mountain College's Aviation Awards banquet was held at the Billings Sheraton Hotel on Saturday, April 8, 2000. The aviation students that are members of the Alpha Eta Rho hosted the banquet. Lonni Saunders, the President of Alpha Eta Rho welcomed the students, parents and guests. Amy Woody, Vice President of Alpha Eta Rho, was the Master of Ceremonies. Dave Kimball, Director of the Rocky Mountain College Aviation program presented the awards and scholarships.

The keynote speaker, Craig Denney, the Executive Vice President, and Chief of Operations for Big Sky Airlines, talked about the incredible opportunities that are available in the aviation industry at this time. He also touched on the ethics of a good person and employee, telling the truth, basic honesty and hard work are still the values employers are looking for.

Jeanne MacPherson presented Dave Kimball with his well-deserved award as Aviation Educator of the year.

Rocky Mountain Awards go to:

Outstanding Freshman
 Dan Derlatka, Huson, MT
 Outstanding Senior
 Lonni Saunders, Billings, MT
 Lovitt Scholarships
 James Hegstrom, Littleton, CO
 Amy Woody, Rollins, MT
 Montana Aeronautics Scholarships
 Dan Derlatka, Huson, MT
 Matt Prinki, Roberts, MT
 Messier Scholarship
 Jack Phalas, Boise, ID

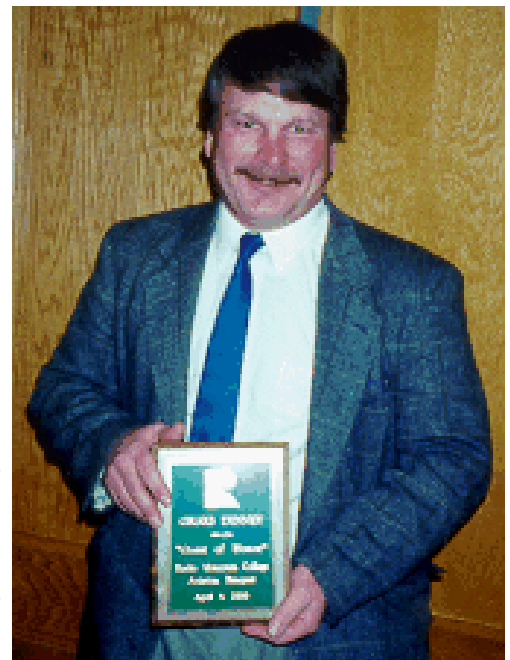


Dan Derlatka, Huson, MT; Jeanne MacPherson, Mt Aero; and Matt Prinki, Roberts, MT, Montana Aeronautics Division scholarship winners.

*Amy Woody – Lovitt Scholarship
 Jack Phalas – Messier Scholarship*



Dave Kimball, Director of the Rocky Mountain College Aviation Program is awarded "Montana Aviation Educator of the Year" by Mt Aero – Jeanne MacPherson. At right, Craig Denney, the Executive Vice President and Chief of Operations for Big Sky Airlines. Keynote speaker and guest of honor.



Stanley Cavill Goes West

Stanley Johnson Cavill passed away nine days short of his 96th birthday. He grew up on a ranch on Fish Creek, south of Barber. He attended the Cavill country school, Harlowton High School and Billings Polytechnic Institute.

He began his flying career in 1927, learning to fly in Miles City in an American Eagle. In the spring of 1928, he joined Herman Hendrickson and Herb Holloway, purchasing a Waco 10, and formed HCH Airways. This was one of the earliest attempts in Montana to provide passenger service to the public. They flew passengers around the country, taught others to fly and would fly doctors to remote areas to provide medical help to the injured or seriously ill. They introduced many people to flying as they barnstormed across Montana, North Dakota, South Dakota and Wyoming.

In Frank Wylie's book, "Montana and the Sky", "Stan recalled an interesting flight in the winter of 1929. Stan and Herb Holloway were flying from Belt to Harlowton in the open cockpit Waco 10 biplane. The needle valve on the carburetor stuck and the engine started missing. Stan crawled out onto the wing, and holding on with one hand, reached into the engine compartment to free the stuck needle valve. The carburetor spewed gasoline on his sleeve and the engine compartment. The not exhaust ignited the gasoline, setting his sleeve and the engine on fire. Holloway landed in a nearby field. Cavill doused his burning coat in the snow and rushed to help Herb put the fire out on the airplane. They repaired the plane and continued their flight to Harlowton. Stanley said, "The plane was the important consideration as we were barnstorming when planes were a novelty and could make \$5 to \$10 on a single air show."

Cavill joined National Park Airways in Butte which was eventually purchased by Western Air Lines and flew the first scheduled international flight for Western from Great Falls to Lethbridge. He later joined the US Army Air Corps as a pilot and returned to Western Airlines following the war. Cavill retired from Western in 1964 on his 60th birthday because of the FAA mandatory retirement directive.

He and his wife the former Alice Flynn retired to Hamilton where Stan served on the Ravalli County Airport Board, flew with the Ravalli County Search and Rescue and flew fire patrol with the forest service, retiring when he was 80. He made it a point to fly on his birthday each year during retirement until he was 90.

He passed his love of flying on to his son, Robert, a pilot for Northwest Airlines and his grandson Thomas, a pilot for Delta Airlines.

Stan is survived by his daughter, Alice Thompson and husband Clive; son Robert and wife Neva, six grandchildren and 13 great grandchildren. A missing man formation flyby was presented for Stan by his local Hamilton pilot friends.

ASF Offers Diagrams Online

The AOPA Air Safety Foundation has rolled out an innovative new tool to help reduce the growing problem of general aviation and air carrier runway incursions. Working in conjunction with NOAA (responsible for aviation charting) and FAA's Runway Safety Program Office, ASF is now offering free, detailed airport taxi diagrams to all pilots via AOPA Online (www.aopa.org).

Taxi diagrams for more than 300 of the nation's busiest towered airports went "online" February 24. More will be added within the next six months.

ASF has long advocated making runway and taxiway diagrams readily available to all pilots. Previously, pilots had to purchase airport diagrams (which are included with instrument approach charts). That costs at least \$30 per year for the smallest coverage area.

Now airport diagrams are available *at no cost to any* pilot with a computer and an internet connection. Working with NOAA and FAA, ASF obtained high-quality 600 dpi digitized scans of the airport diagrams published in the NOS Terminal Procedures Publication used by instrument pilots. These diagrams show a complete detail of the airport surface, including the names of all taxiways. The data is updated every 56 days.

Any pilot, whether an AOPA member or not, can obtain airport diagrams during preflight planning by visiting www.aopa.org/asf/taxi/. A pilot can find the appropriate diagram simply by typing in the airport identifier, airport name, or the name of the city.

NASAO to receive "Spirit of Flight Award"

The National Aviation Hall of Fame (NAHF) has selected the National Association of State Aviation Officials (NASAO) to receive its year 2000 "Milton Caniff Spirit of Flight Award."

In announcing the award, Mike Jackson, executive director of the National Aviation Hall of Fame, which was chartered by Congress in 1964, said, "Our trustees selected NASAO for its outstanding achievements and contributions to aviation. Certainly, the progress made during the first half of this century came through the efforts of courageous and innovative individuals who found support in their states long before the federal government undertook major research and regulatory programs."

NASAO President and CEO Henry Ogrodzinski said, "We are proud to join the ranks of the distinguished recipients of this high honor, including the Tuskegee Airmen, Doolittle Tokyo Raiders, Flying Tigers (AVG), the Mercury Astronauts, and many others. For 69 years, the men and women of state government aviation agencies have promoted, developed, and protected our national aviation system. We are thrilled to accept this recognition of their accomplishments."

The award will be presented to NASAO during the 39th Annual National Aviation Hall of Fame enshrinement ceremony July 15, 2000. The award was established in 1981, and in 1988 the NAHF Spirit of Flight Award was renamed in the honor of aviator and artist Milton Caniff. In addition to creating the Steve Canyon and Terry and the Pirates comic strips, Caniff drew portraits of every NAHF enshrinee until his death in 1988.

NASAO represents the state government aviation agencies which serve the public interest in all 50 states, Puerto Rico and Guam. Visit the NASAO website at www.nasao.org.

First flight

My father had been opposed to my flying from the first and had never flown himself. However, he had agreed to go up with me at the first opportunity, and one afternoon he climbed into the cockpit and we flew over the Redwood Falls together. From that day on I never heard a word against my flying and he never missed a chance to ride in the plane.

Charles Lindbergh, 1928



What are the behavior patterns of a low risk accident pilot?

The FAA Advisory Circular 60-22, "Aeronautical Decision Making", identifies five hazardous attitudes for a high-risk personality heading for an aviation incident or accident. These attitudes are identified as, anti-authority, impulsivity, invulnerability, machoism and resignation.

Risk-taking is a normal part of any activity, the difference lies in how a pilot approaches the risk. The attitudes associated with a pilot that will most likely use good aeronautical decision making include,

- A healthy life style (exercise, healthy eating habits, well rested)
- Well-balanced, well controlled
- Mature
- Realistic outlook and goals
- Good interpersonal relationships
- Positive attitude
- A civic conscience
- Responsible
- Adequate control over emotions and impulses
- Good situation awareness and assessment
- Decisive
- Content, adapting and accepting
- Intelligent
- Aware of limitations

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